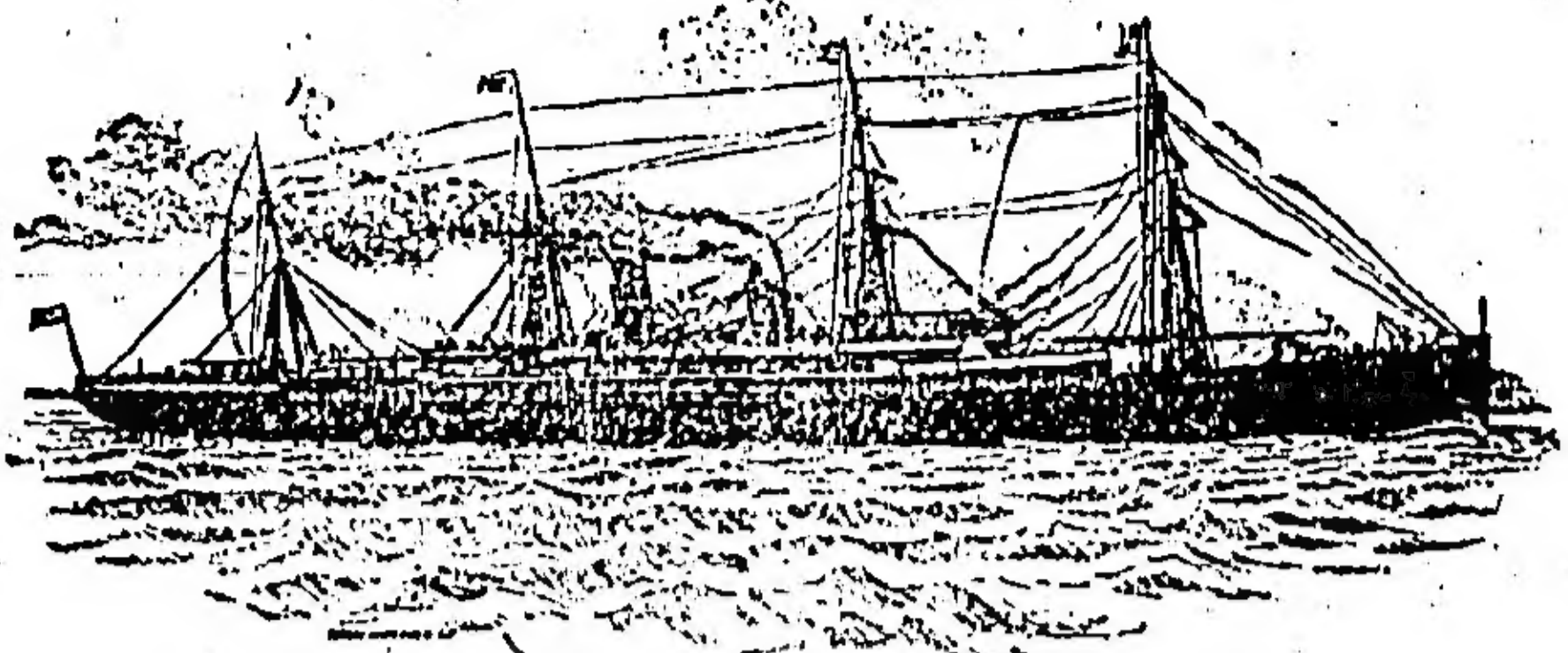


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons, SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307 " SATURDAY, 9th January, at Noon.
"OHINA"	5,600 " TUESDAY, 19th January, at Noon.
"DORIO"	4,784 " FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,307 " SATURDAY, 6th February, at Noon.
"SIBERIA"	11,284 " SATURDAY, 13th February, at Noon.
"COPTIC"	4,352 " TUESDAY, 23rd February, at Noon.
"AMERICA MARU"	6,307 " WEDNESDAY, 2nd March, at Noon.
"KOREA"	11,276 " THURSDAY, 10th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, 2nd January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first-class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 28th December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons.....	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,125 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 23rd March.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FREIGHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATIONS	SAILING DATES	Freight.
STRAITERS.		
NURNBERG	HAVRE and HAMBURG.	30th Dec.
Jaipur	(Calling at SINGAPORE and PENANG.)	10th January.
SAVOIA	ROTTERDAM and HAMBURG.	1904.
Deinat	(Calling at SINGAPORE).	15th January.
AMBRIA	HAVRE and HAMBURG.	1904.
Duckstein	(Calling at SINGAPORE and COLOMBO).	28th January.
WURZBURG	HAVRE, BREMEN and HAMBURG.	1904.
v. Binzer	(Calling at SINGAPORE and PENANG.)	6th February.
ALESA	HAVRE and HAMBURG.	1904.
Schnefeldt	(Calling at SINGAPORE and COLOMBO).	5th January.
NUBIA	NEW YORK	1904.
von Hoff	Via SUBZ.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 28th December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,365 tons,	Captain H. D. Jones.
"POWAN"	2,138 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,138 "	A. W. Lloyd.
"HANKOW"	2,073 "	C. V. Lloyd.
"KINSHAN"	2,360 "	J. J. Lussius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons,	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at 2 P.M. (Sunday

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,191 tons,	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	388 tons,	Captain B. Branch.
"NANNING"	369 "	C. Butchart.
"TAK HING"	369 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vaux Road.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1903.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

DEUTSCHE WEINGESSELLSCHAFT
DUHR & CO., COELN.

STOCK ON HAND OF
AHRLEICHT, a red Ahr Wine at \$18.50
GRAACHER, Moselle

JAPANESE PRISONERS AT
PORT ARTHUR.

HORRORS OF RUSSIAN PRISON DISCLOSED.

The experiences of the three Japanese merchants, who were recently imprisoned at Port Arthur by the Russians, are published in the *Yomi Shimbun* and the *Chugai Shimbun*. Mr. Hajime Yamana, one of the party, makes the following statement:—

Mr. Manichi Takenouchi and I, both of the Kanagawa Cotton Mill, and Mr. Kokichi Tsuji of the Mitsui Bussan Kaisha left Newchwang for the interior of Manchuria at the beginning of September for the purpose of ascertaining what kind of cotton yarns the Chinese would take and what manner of transactions they would prefer. War rumours were in the air, and it was considered to be dangerous to venture far inland. We therefore visited Lianyung, Moukden, Tieling, etc., and their outlying districts.

The arrest took place at Haiping on the morning of September 23. We were then waiting for a train in order to go to Kaiping. Mr. Takenouchi was walking beyond the railway tracks, when some Russian soldiers suddenly arrested him, on suspicion of his having entered something into his note-book. Mr. Tsuji and I were also arrested on account of our being in his company. We were then brought before the commander of the Russian garrison, who asked us the purpose and destination of our journey and searched our clothes and baggage. Finally it was announced that the examination was not completed, and a little past midnight, we were put on board a train in custody of several soldiers. For fifteen hours we were left without food.

We were told that our destination was Tashinchiao, but the train was running northwards, instead of to the south. There was a Japanese in the carriage, and not suspecting that we were in custody, he asked us our destination. I was impatient to let him know that we were in the clutches of the Russian military authorities, and was going to answer when our guards became angry, struck the Japanese traveller, and finally forced him out of the carriage.

Under such conditions it was vain to hope for communications with our countrymen, even if we were lucky enough to meet one of them. So I bribed the Russian soldiers and bought beer for them, with the result that their manner greatly softened and they began to talk with us. At a station called Kuanchengszze, I described a Japanese on the platform, and snatched out from the carriage. As a Russian soldier of course followed me, I gave him some money. But as it was out of the question to address the Japanese openly, I drew him to a cigarette stall, and while buying cigarettes, asked him to inform the Mitsui Bussan Kaisha at Newchwang of our arrest.

The train stopped at Harbin on the 25th, at 2 p.m., when I was able to send a Japanese for Mr. Kawai, of the Mitsui Bussan office at Dalny, who was then staying at Harbin. He came to the station, saw us, talked to the Russian soldiers, and said to us: "Be at ease! I will do something."

We were then conveyed to the Russian barracks at Harbin, where we were imprisoned for about 24 hours without any court proceedings. On the 26th, at 2 p.m., we were again put in a train bound for Port Arthur. A Russian officer and four soldiers guarded us.

Meanwhile the Mitsui Bussan's office at Dalny, receiving a telegram from Mr. Kawai, was deeply anxious about our fate, and sent one of its officials, Mr. Fujioka, to the station, where there is a junction, and the name of which I have forgotten. Mr. Fujioka was awaiting us, and on our arrival there he came into our train. We saw each other, but were not able to converse. He remained with us until we arrived at Port Arthur on the 28th, at 4 p.m., when we were conveyed in a carriage to the General Staff Office. En route, however, Mr. Fujioka lost track of us having been unable to keep near for fear that the Russians should suspect his purpose.

We were kept at the Staff Office for three or four hours, but the Russians did not examine us. By and by, we were cast separately into the Russian prison, where we remained for the subsequent 30 days without trial.

There is a Japanese firm called the Yoshida. Shoten at Port Arthur. It is purveyor to the Russian army and has business connections with the Mitsui Bussan. Mr. Fujioka, troubled at losing track of us, was consulting with the people of the firm, when a Russian soldier appeared and asked if they could prepare Japanese food for three persons. The Japanese rightly conjectured that the food was for us, and consented to supply it. This arrangement enabled them to learn our fate and ourselves to know that the Yoshida firm was still unmolested at Port Arthur, and that the world was still at peace. What we apprehended most was war, in the event of which we should have been butchered. On 27th October, we were tried for the first time by the Court Martial, Mr. Hino, representative of the Japanese at Port Arthur, interpreting. The Chief Prosecutor and the chief of a police station, who was a Major, took down the description of the route we had travelled, the object of the journey, etc., and made us sign affidavits. The next day, a soldier tossed us our baggage and announced that we might go. We were all very weak, and therefore lodged a night at the Yoshida firm, and returned to Newchwang by the *Nanbu Maru*. We spent 31 days in the prison, besides 5 days in travelling in Russian custody.

The prison at Port Arthur is enclosed by high walls and contains 17 or 18 cells. Each cell is 6 ft. wide and 9 ft. long; the door consists of tremendously thick boards; the walls are of brick one foot in thickness and the floor is made of cement. The cell has only one window of about 3 ft. square, which has a lattice of iron bars, and double panes of thick glass beyond the lattice. The door has also a hole of about 4 ft. square, through which food

is admitted. The hole is about 5 ft. above the floor. The furniture of the cell consists of an iron bed, straw matting two inches thick, and a table. Each cell is guarded by a soldier and there are always about 50 more on duty in the courtyard. Their vigilance is something beyond belief. They would never permit us to sleep for two consecutive hours. Every time they were relieved, they would knock at the door with their swords or kick it until we responded.

The monotony of the prison life was unparalleled. We had nothing to read or to do. For 31 days we had to brood over our fate. A source of unspeakable misery was the thinness of our clothes. I was attired in a summer suit of alpaca and white trousers, and had nothing with which to keep myself warm except a thin blanket, and it was snowing when we were released. The cold seemed to reach the marrow, and I thought I should be frozen to death before long. Our guards were greedy beyond description. Without bribes, they would do nothing for us. Some of them would thrust their hands into our pockets and ask us in bad Chinese if there was any money in them. If we answered in the affirmative, they would press us for a tip. Often enough they took money to buy us food and then failed to do so. In this manner prison life cost me some 60 yen in the shape of bribes to the Russian soldiers; to say nothing of a hundred other losses.

Consignees.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by WEDNESDAY, the 30th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON,
Acting Agent.

Hongkong, 28th December, 1903.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd January will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 28th December, 1903. [15535]IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER HAMBURG-AMERIKA
LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY, the 29th December.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 31st December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 31st December, at 9.30 A.M.

All Claims must reach us before the 5th January, 1904, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

Hongkong, 25th December, 1903. [15610]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, S.S. N. and B. P. S. N. Co.'s Steamer
From Alleppey, ex S.S. *Nawab*.
Goods not cleared by the 2nd January, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 28th December, 1903. [15614]

Intimations.

BABIES AND CHILDREN
should be fairly plump. They ought to put on fat as fast as they use it up; for fat is fuel, and the burning of it makes power and force. Thin children—even along to the age of eighteen or twenty—are in danger from consumption, and from other wasting complaints. The children who starve, and the young men and women who are consumed—why, the very idea of it is frightful. For such as they there is always what the Bible calls a "mighty famine" in the land. Food, though it may be taken plentifully, does not nourish them. It makes no fat; it gives no strength. To prevent this, to cure this, to save the young ones at the mother's knees, and the bright boys and girls who are just looking at the world with hopeful and ambitious eyes, is the purpose of

WAMPOLE'S PREPARATION.
Its success is decided and settled. Thousands owe it to life and health. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and bone and blood diseases, nothing equals it; its tonic qualities are of the highest order. Parents whose children are sick cannot resort to it a day too soon. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, they love the taste of it, it looks good to them, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease among the people from infancy to old age. Every dose effective. "You cannot be disappointed in it." At all chemists and A. S. Watson & Co., Limited.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd
Hongkong, 30th September, 1903.

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when nature, so to speak, is passed by the scientific method, and the human mind is allowed to follow its own path, and the result is a discovery of a new principle of life, and a new principle of health, and a new principle of strength, and a new principle of power, and a new principle of wisdom, and a new principle of knowledge, and a new principle of truth, and a new principle of justice, and a new principle of peace, and a new principle of love, and a new principle of life, and a new principle of health, and a new principle of strength, and a new principle of power, and a new principle of wisdom, and a new principle of knowledge, and a new principle of truth, and a new principle of justice, and a new principle of peace, and a new principle of love, and a new principle of life, and a new principle of health, and a new principle of strength, and a new principle of power, and a new principle of wisdom, and a new principle of knowledge, 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ior quality, Red Capsule—\$16.00 \$14.00C.—FINE OLD VINTAGE
superior quality, Black
Seal Capsule—20.00 17.00D.—VERY FINE OLD VIN-
TAGE, extra superior, (old
bottled), Violet Capsule—27.00 23.25NOTE.—Port, after removal, should be
rested for a month before use.Wine required for IMMEDIATE use
should be ordered to be decanted before
being sent out.These Wines are specially suited for
Invalids and general use, and are too well
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COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND
CLARKE,CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. C. Code.Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903. [355e]THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be ad-
dressed to the Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to the Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 29, 1903.

OUR NAVAL SQUADRON.

H. M. S. *Amphitrite* left the Dock Company's hands and went to her moorings in the harbour about four o'clock yesterday afternoon. It will be remembered that this ship went into dock during the latter end of November for extensive repairs to her keel and sheathing. She is now ready for sea again and the Whampoa Dock Company must be congratulated upon the rapidity with which they have completed the job. We notice that, although many of the ships in the fleet are by no means due for docking, they are all being got ready for their turn at having their bottoms cleaned and coated with fresh composition. In conjunction with this fact, we understand that they are being completed with stores and ammunition sufficient for a prolonged cruise, and it is therefore evident that preparations are deemed necessary in case the fleet may be needed up North at short notice. The general trend of opinion in Naval circles here, as regards the possibilities of war and of ourselves being drawn into it, seems to point to the improbability of such a crisis. Should diplomacy fail and Japan have recourse to arms, it is extremely hard to forecast what might be the developments; but there is little doubt that the prospects of a naval action are so appalling that other nations would hesitate before becoming involved, even at the risk of endangering their interests. It is generally accepted that a naval battle would be fought at long range on account of torpedoes, and, if this is so, it is difficult to see in what way an action would be decided. The vulnerable parts of the more modern battleships out here are so well protected by armour that, at long range, something in the nature of three thousand yards, they are impenetrable. That is all very well in theory, but in practice the question arises as to what would be the effect on the gun's crews when a shell struck the ship. In South Africa most of the lyddite shells exploded without detonating, but against armour they would certainly detonate and the results would be very different to explosion; as different in character as a push is from a sharp blow. The effect of detonation is to shatter everything in the vicinity, and we may well suppose that after a ship had received a few shells against her side, hardly a man would be left to fight the guns. These anticipations are, however, built upon the effects of the Bellesle trials and similar experiments, and no one can pretend to say positively what the effect upon a ship's crew would be in reality. It may be that the powers of our present armament have been over-estimated; but, meanwhile, the prevailing dread of a fleet action is a healthy restraint upon the dogs of war. It has been said by some that, if Russia and Japan go to war, it would "clear the air"; but if clearing the air would destroy that wholesome fear of modern ordnance in any measure, it is to be hoped that the atmosphere will remain clouded for a very long time to come. Meanwhile, we are pleased to know that our fleet in these waters is ready to put to sea if required at short notice, and that the *Amphitrite* is once more on the active list.

LOCAL AND GENERAL.

The German Mail of the 25th November was delivered in London on the 28th inst.

A SMOKING concert is being held at the Water Police Station, at Kowloon, on New Year's Eve.

The *Columbia*, the sailing boat, nineteen feet long, in which Captain Elsenbrenn left Boston August 11th alone for Marseilles, arrived at Gibraltar on 20th ult.

ACCORDING to the *P. & T. Times* it is generally accepted in official circles in Peking that, in consequence of the Manchurian occupation, Great Britain will very shortly appoint a Governor for the Yangtze, which will then become like Hongkong.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

PARCEL mails for Europe, &c., per *s.s. Simla*, will close at 5 p.m. on Thursday, the 31st inst.

ON one of the leading morning papers in London two editors have been compelled to leave because they refused to write in support of Mr. Chamberlain's policy.

LIEUT. Lewis C. Hamilton, U. S. A., who was "wanted" on a charge of forging a cheque upon the Hongkong and Shanghai Bank's Manila branch, has been arrested in Washington.

THE Arthur Hill Variety Company announce an entirely new performance and change of all acts at the Theatre Royal this evening. A special holiday matinee will be given on New Year's Day at 3 p.m.

KING Edward has decided that he is unable to accept the invitation to read some of his horses to the St. Louis exposition. The declination is accompanied by an expression of much regret. The King has made it an invariable rule not to enter horses in a handicap race.

SHANGHAI *Shen Bao* and *Gossip* published a flash number for Christmas, in which the jovial "Daybreak" announces that arrangements are in progress whereby the paper will, in the new year, take on a new lease of life. It will have a difficult task to outdo the Christmas number.

THE North London authorities have adopted a novel method for suppressing the over-crowding of street cars. Finding the arrest and fining of conductors was insufficient they are now resorting to the arrest of passengers, including women, whom the magistrates fine for "aiding and abetting" conductors in contravening the anti-crowding law.

It will be remembered that in the big squall at the beginning of September we mentioned that the lightship which marked the end of the North West Breakwater at Colombo sank, and the valuable light with which it was fitted was irretrievably lost. The position of the sunken vessel was discovered by the divers, and the boat was successfully lifted recently.

THE edition of the *Rheinisch Westfälische Zeitung* of Essen has been confiscated for lese majeste. The paper contained an article translated from Henry Labouchere's London *Truth* giving an alleged interview with the late Professor Mommsen, in which Emperor William was sharply criticized. The newspaper is one of the leading national Liberal organs in West Germany.

WE have received several sample heads of lettuce from the gardens of the Hongkong New Territory Cultivation Co., near Shatin. Some idea may be gathered of the splendid results obtained from the fact that the smallest of these tips the scales at a pound and a half. Mr. Bishop, who is in charge of the Company's plantations, is to be congratulated on the success of his efforts.

ON the 17th inst., the shipping and passenger trade in Chefoo was being seriously inconvenienced by a sampan strike. The Taoist instituted a monthly tax on the sampans in the harbour, a measure which was very much resented by the men, and all struck and refused work. One or two who did not join them, or took on jobs, were severely mauled and their sampans destroyed, and a spy from the yamen who was detected was very roughly handled, and seriously injured.

PRINCESS Alice, wife of Prince Frederic of Schoenburg-Waldenburg, disappeared from the Prince's castle at Gauernitz, near Heissen, Saxony, on Nov. 9, and no trace of her has since been found. Her coachman, a young and handsome man, vanished at the same time and it is not doubted that they eloped, as it has been learned from reliable sources that the relations between the couple were very intimate. Princess Alice is a daughter of Don Carlos.

THE *Novoe Vremya*, in a recent article, declared that if the British succeeded in carrying out their plans Tibet will be in their hands, as they will always be in a position to threaten Lhasa, and if they gain control of the Holy Land of Tibet, that the 500,000,000 Buddhists will regard Great Britain as the most powerful country in the world. The *Novoe Vremya* adds: "While it is impossible for the weak Tibetans to prevent the British crossing the Himalayas, it is quite possible for others to compel the British to stop by creating a slight diversion in some direction disagreeable to the British politicians."

A CURIOUS letter has been published from King Edward on the fiscal fight. A London correspondent of a provincial paper stated that his Majesty would view any change of the fiscal system with disapproval. Somebody wrote to the King asking if this statement was true, and got the reply: "The Private Secretary is commanded to acknowledge the receipt of Mr. Percy Marks's letter of the 17th inst., and in reply to say that the King never expresses any opinion on political matters except on the advice of his responsible Ministers, and that therefore the statement Mr. Marks refers to must be inaccurate." Grammatically this would mean that his Majesty did not view a change in the fiscal system with disapproval.

IT is reported that M. Louis, the Director of the Consular and Commercial Department of the French Foreign Office, is expected in London shortly for the purpose of making private inquiries into the working of our Consular and Commercial Departments. It is said to strike the French, and indeed, most foreign minds, as peculiar that our Consular Department is separated from our Consular Department; and, although there are many anomalies in our system in this respect, it would seem to be inadvisable to turn the Consular service over to the Board of Trade, in view of the diplomatic character of the services which its members often have to render.

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ANOTHER scandal in connection with military expenses has come to light, Lieut. Colonel P. F. Robertson, late 92nd Highlanders, stating in the *London Times* that he was deprived of his Command because he refused to pay a regimental drag subscription during the five years he was away from the Regiment.

VICEROY Tsen tried recently to raise a loan of 1,500,000 taels from the Hongkong and Shanghai Bank; but the latter wanted him first to give a guarantee from the Wai Wu-pu through Sir Ernest S. Salway. The Wai Wu-pu hesitates to give this and meanwhile the bank likewise hesitates to part with its money. Tsen is now trying if he cannot get the coin from other sources.—*China Gazette*.

LETTERS which have reached official quarters in London from Berlin state, that an endeavour is being made to persuade the Kaiser to undertake a cruise in the Mediterranean or some other warm climate during the winter. Though this would fall in with his Majesty's wishes he considers it doubtful whether the trip, owing to the pressure of State affairs, would afford him that rest and freedom from anxiety which the doctors insist upon. The Kaiser, moreover, cannot reconcile himself to the idea of being separated from his family at Christmastide.

MR. Henry Lancaster Satow, nephew of Sir Ernest Satow, was married on 18th ult. at St. Stephen's Church, Gloucester-road, London, to Miss Edith Baillie. Among the numerous guests bidden to the wedding were the Earl of Haddington and the Ladies Baillie-Hamilton, the Earl and Countess of Aberdeen, Lady Marjorie Gordon, Lord and Lady Binning, Lord and Lady Balfour of Burleigh, Lord and Lady Polwarth, Lady Harriet Lindsay and Miss Lindsay, Mrs. Francis Lindsay, and Mr. and Mrs. Edward Yorke.

FROM telegrams which it is understood have been received at the India Office from Calcutta, it would appear to be probable that, in the event of the operations in Tibet being on a larger scale than at present contemplated, the Government could rely upon the material, as well as the moral, assistance of the Ameer of Afghanistan. This assistance would consist in the provision of transport, stores, and guides, and would also, in certain eventualities, relieve the British force of the necessity for keeping up its own lines of communication with its base.

LETTERS received from various parts of the Empire contain news of the rapid spread of the Anti-Russian movement in the country and the establishment of Anti-Russian societies with the avowed object of strengthening the hands of the Government in opposing the permanent occupation of Manchuria by Russia. In Canton also there has been started a Society of this kind whose membership is being daily augmented to an encouraging degree. Branch societies are also being rapidly organised in other cities of Kwangtung and Kwangsi provinces.

REPRESENTATIONS are being privately made to both the War and the India Offices as to the necessity of giving an absolute preference to British shipowners for the transport of Government material, whether their rates be lower than those of the foreigner or not. It is urged that a foreign ship, being once in British waters with so much cargo in the shape of rails, steel work, coal, &c., guaranteed by the Government contract, makes a point of taking general cargo at rates which would not otherwise pay, with the result that British shipowners are practically doubly deprived by the Government action.

THE Tainfu (Shantung) correspondent of the *N. C. Daily News* wrote, on 10th inst.:—The Germans are active in this region just now. Parties are here continually surveying and taking observations, ostensibly for the purpose of making a correct map of the country. There is much curiosity excited among the people in consequence, but the main effect of it is to stimulate inquiries as to trade prospects. All about the country we are asked if we think such and such places are favourable for development of business. We are still supposed, of course, to be possessed of unlimited powers for discerning the occult forces of nature.

IT is said that steps are to be taken for the formation of an Australian Commonwealth Bank. The scheme was originally proposed over two years ago, but its realisation was postponed owing to the war and the unsettled state of affairs in the Australian colonies generally. The plan involves the obtaining of a special charter, so that the bank would have more or less the same relation to the Commonwealth as the Bank of England possesses to the home Government. It is possible, however, that opposition may be offered to this by some of the older colonial banks, which have hitherto been accustomed to share Government business.

Access to Mao-tam, in the Santin district, is by no means easy, owing to the deplorable condition of the roads, which are little better than mountain tracks. It is to be hoped that the authorities will see their way to bring about some improvement in this respect.

Local sportsmen have suffered disappointment this year, for snipe and quail are extremely rare. There are numerous wild pigeon, however, and shooters who go in for this branch of sport can rely on a day's tramp through the fields resulting in a good bag. Great numbers of duck and teal still frequent Deep Bay, but the difficulty of getting anywhere within range, owing to the mud flats, does away with any chance of securing any of these wily birds.

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THE King of Portugal is expected to arrive at Delagoa Bay, Portuguese East Africa, in March on a visit to the South African colonies.

THE Grand Master of Hongkong and South China, the Rt. Wor. Bro. E. C. Ray, last evening installed Wor. Bro. J. W. L. Oliver as R. W. M. of Zealand Lodge, No. 525 E.C., for the ensuing year, in succession to Wor. Bro. B. Brotherton Barker. Wor. Bro. Oliver installed his officers as follows:—Senior Warden, Bro. H. Sykes; Junior Warden, Bro. W. R. Purcell; Chaplain, Bro. H. B. Townsend; Treasurer, Wor. Bro. G. J. B. Sayer; Secretary, Wor. Bro. J. Piercy (jun.); Senior Deacon, Bro. A. E. Organist; Dir. of Ceremonies, Bro. J. C. Lowe; Organist, Bro. C. F. L. Donkin; Inner Guard, Bro. J. Parkes; Tyler, Bro. J. Vanstone; Stewards, Bros. W. King and C. R. Fittock.

THE Home Office, there is reason to believe, is engaged on an Alien Immigration Bill. Its provisions will be of a drastic character, and will go further than the recommendation made by the Alien Commission. If the measure is directed to the exclusion of alien criminals, of whom, according to the Recorder of London, a great number are dumped down in this country, it would meet with general support. This is a kind of dumping which all parties will agree to restrict. If, moreover, the bill contains provisions which are intended to put restrictions on the immigration of pauper aliens—that is to say, immigrants who are likely to become chargeable to the rates—these also would command a great deal of sympathy. Should, however, the bill go further, and attempt to place a prohibition against the entrance of all foreigners belonging to the labouring classes into this country, it would raise serious questions. It is doubtful if Parliament would accept legislation of so sweeping a character, and even if it did, an exclusion bill of this character would get the Government into difficulties with other Powers.—*Liverpool Post*.

THE FLEET.

H.M.S. "AMPHITRITE."

We understand that the *Amphitrite*, which was supposed to be going to Mrs. Bay directly she came out of dock, is prolonging her stay until the fourth of next month.

H.M.S. "GLORY."

The *Glory* is refitting at Hunghom dock in preparation for her new commission. Most of her officers and crew are hulked in the *Tamara* awaiting the paying off. The ship is at present having her decks renewed and her machinery overhauled, and will shortly have her bottom cleaned and coated with composition.

THE NEW TERRITORY.

(From Our Correspondent.)

December 29.

Things are quiet generally in the New Territory, the only item of local interest being the weather, which has been the severest experienced for a good many years. Several sharp frosts occurred last week, and the fields of sweet potatoes bear evident proof of their passage; the leaves of the plants being quite black. Crops will be delayed in consequence of this cold snap.

CUSTOMS PROMOTIONS.

Mr. Wright of the I. M. C. has been promoted to the post of assistant-examiner and transferred from Sha-tau-kok to Hoihow. He has been replaced by Mr. Edmon.

CULTIVATION.

Splendid progress has been made by the Hongkong-New Territory Cultivation Co., and there are now about 350 *mow* of land under cultivation. The winter crop of vegetables is a splendid one and consists of cabbages, sweeties, tomatoes, potatoes, radishes and lettuce. All the seed used is of American origin, Messrs. Peter Henderson & Co. of New York, being the purveyors. For manuring purposes American fertilisers are used, consisting mainly of pea-nut cake and salt-petre. About 200,000 cabbages are now out and in splendid condition, and most of the plants might figure with success in our agricultural exhibitions at home. In the summer months tobacco and hemp is cultivated on the ground now laid out for market-garden produce. All work is done under strict European supervision, and to this can be attributed the excellent results obtained.

ROADS.

Access to Mao-tam, in the Santin district, is by no means easy, owing to the deplorable condition of the roads, which are little better than mountain tracks. It is to be hoped that the authorities will see their way to bring about some improvement in this respect.

SPORT.

Local sportsmen have suffered disappointment this year, for snipe and quail are extremely rare. There are numerous wild pigeon, however, and shooters who go in for this branch of sport can rely on a day's tramp through the fields resulting in a good bag. Great numbers of duck and teal still frequent Deep Bay, but the difficulty of getting anywhere within range, owing to the mud flats, does away with any chance of securing any of these wily birds.

CATTLE DISEASE.

There has been an outbreak of cattle disease at Chek-un, and about 70 head out of a herd of 100, belonging to a Chinese breeder, have been lost in a very short space of time. It seems that the epidemic has now died out, for no further losses have occurred during the last week or so.

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TURTLE TOPICS.

The *Kwongshah*, which arrived from Shanghai on Monday, brought two Derby griffins, and *Algerine* and *Vancouver* (two old ponies who ran a record St. Leger at Shanghai, for Mr. Craig; the water *Dardy* for Mr. Gray; and *Primo* and another China pony. Training work is now in progress, Mr. Lewis's No. 49 and Mr. Marshall's No. 14 having made several half-mile runs, while the animals owned by Mr. Mody and other gentlemen are being trotted out during the morning.

EARLY BIRD.

COLONIAL LITERARY NOTE.

Mr. T. Fisher Unwin is publishing a special Colonial edition of *Grain or Chaff? The Autobiography of a Police Magistrate*. In this volume Mr. A. C. Plowden, the well known Police Magistrate at Marylebone, whose piquant utterances are a constant source of entertainment to Londoners, gives his recollections of the leading incidents of a life which, if not remarkable for 'moving adventures by floor or field' can hardly fail to have an interest for those who find in the daily records of the law courts the most vivid presentment of human nature, in all its varying phases. As Law Reporter to the *Times* for many years and a familiar figure on the Oxford Circuit, Mr. Plowden had exceptional opportunity of observing the course of many memorable trials and coming in personal contact with some of our greatest judges; but it is as a Police Magistrate at Marylebone that Mr. Plowden's reputation has been acquired; and his personal recollections in that capacity, extending over 15 years, are likely to excite curiosity among a wide circle of readers and should prove crisp and entertaining reading.

A new volume which he is adding to his Library is *The Stranger Claim* by Alice Perrin. The book is a remarkable study of Indian life. Its theme is the effect of a dash of black blood in a white man's veins; the conflict is a man of his mixed Eastern and Western instincts. An interesting picture is given of life both among Anglo-Indian and among half-castes and of the reception which meets a man of mixed blood. The hero is the son of a white father and a half-caste mother. Entering the Indian Civil Service, he receives by chance the appointment in his native town, and the consequences both for himself and his English wife are worked out in a story which, if sombre, is convincing and full of clever characterisation.

THE MEASUREMENT OF FOREIGN SHIPS.

A deputation representing shipping, dock, pilotage, and other interests in the Bristol Channel ports is shortly to wait upon the British Board of Trade for the purpose of asking that Department to put into operation section 84, sub-sections 1, 2, and 3, of the Merchant Shipping Act, 1894, so that every foreign vessel on entering English ports may be re-measured and the dues, &c., charged not upon the certificate of register which such vessel may carry, but upon her tonnage in accordance with the British method of measurement. Mr. A. Beasley, the general manager of the Taff Vale Railway Company, says *Commercial Intelligence*, has initiated the movement, and he was led to do so because it was found that at Penarth Dock which belongs to that company, certain vessels which were some three or four years since sold to foreign countries had had, upon the change of ownership taking place, their net registered tonnage considerably reduced. Upon this Mr. Beasley communicated with the dock companies at Cardiff, Newport, Swansea, Barry, and Port Talbot, and, on inquiry being made, they discovered similar instances. Mr. Beasley pursued his investigations, and arrived at the conclusion that, even if the Government had, under the provisions of the Act, satisfied themselves that foreign countries had adopted the English method of measurement, those countries certainly did not in practice adhere to that method. A list of formerly British owned vessels trading with Bristol Channel ports has been prepared, and this shows that their net registered tonnage has, after their sale to foreigners, been greatly reduced. Comparing the year 1897 with 1902, Mr. Beasley has also found that the foreign tonnage entering the docks at Cardiff, Newport, Penarth, Barry, and Swansea has increased by no less than 92 per cent. Mr. Beasley holds that the effect of the system in question is that the English shipowners are unfairly handicapped, the dock companies lose considerably in dues, and the earnings of pilots are prejudicially affected. The remedy, he points out, is simple for the Government have power to issue an Order in Council directing that foreign vessels shall be re-measured on the English basis when entering British ports.—*Fa.*

SHIPPING AND MAILS.

MAILS DUE.

French (*Polynesien*) to-morrow.
American (*Hongkong Maru*) 31st inst.
English (*Bingal*) 2nd prox.
Canadian (*Athenian*) 5th prox.
German (*Klantschow*) 5th prox.
German (*Sachsen*) 8th prox.
Indian (*Lalang*) 10th prox.
American (*China*) 10th prox.

The N. P. S. Co.'s *s.s. Olympia* arrived at Victoria, B.C., on 24th inst.

The A. A. Co.'s *s.s. Himera* left Foochow this morning, and is due here on 1st prox.

The A. A. Co.'s *s.s. Arara* from New York is due here from Manila on 4th prox., at daylight.

The N. Y. K. *s.s. Kinshu Maru* (Boi bay Line) left Kobe via Moji on 28th inst., and is expected to arrive here on 3rd prox.

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TELEGRAMS.

(Reuter's.)

Great Britain and France.

LONDON, 27th December.

M. Delcasse, speaking in the Senate, said that France and Great Britain being mutually complimentary to each other, conciliation was always possible.

The Situation in the Far East.

M. Delcasse, in the French Senate referring to the Far East, said that there was nothing to justify any reliance on alarmist reports of the possibility of war (between Russia and Japan) resulting in a treaty leaving neutrals no trade advantages in Korea and Manchuria.

The United States are pressing Korea to open Wiju, and China to open Antung and Mukden.

In view of the situation in the Orient the United States Asiatic Squadron now at Honolulu will start on its return to Cavite on Tuesday.

LATER.

The Russian Press is showing alarm at the increasing numbers and activity of bands of Hunhuses in Manchuria; the bands, which are well armed, overrun the country and terrorise and pillage the inhabitants. The Russian troops are undergoing great hardships and suffering considerable loss in endeavouring to keep the bands in check.

The reorganisation of the Chinese army is causing considerable concern in Governmental circles in St. Petersburg, where it is viewed as a sign of distrust in Russia.

TIENTSIN.

(From Our Own Correspondent.)

December 19.

The Tartar General of Fengtien has not died after all. The mistake arose from his writing to excuse his immediate attendance in Peking as his mother was seriously ill and at the point of death. This became construed into his own death. He has made several complaints about his telegrams being delayed, many of his messages being over eight days in reaching Peking.

In Peking the same old farce is still being kept up with regard to Manchuria. The Wai Wu Pu keep on sending solemn requests to the Russian Minister to know the intended date of withdrawal, and the Russian replies are variously evasive. The last reply said, however, suffice to enlighten the most obtuse even of Chinese minds. M. Lessar is said to have replied: "We withdraw when you pay the 60 million taels indemnity demanded for our expenses, not before."

As a variation to this staple topic then is British procedure in Tibet and the reported appointment of a British Viceroy for the Yangtze. There is presumably some spark of fire to account for all the smoke of gossip about this move, and in consequence of Russia's doings in the North it is of course quite possible that the favoured nation clause will operate in this way as in others. Why should it not. Anyway the report is more and more generally circulated, and in Chinese official circles it is believed, whether it is true or not.

Great competition is on with regard to the machinery for the mines in Peking and Tientsin, German bids running high. It was stated here this week that Messrs. Arnold Karberg had actually secured the contract for some 250,000 gold, and Tls. 200,000 was sent down from Peking as an instalment of this. But as a matter of fact I believe the contract is not yet signed and some British bids have been sent in at a very much lower figure it is said, and the contract may be otherwise given yet.

An English firm has just received an order for some wine making machinery, some Chinese and Japanese being privately bent on trying what can be done with the great grape producing districts of Shansi. There is no reason why if a proper system is adopted some wine should not be producible. The Chinese like a sweet one, which would of course be the class manufactured, and it would at least possess the virtue of being pure.

The furnace being erected here is now almost ready for work, and a quantity of machinery was being landed to-day.

There is much war gossip here and expectation has again become lively of war. The Chinese do not seem to think things are favourable, and all the Southern officials in Peking are busy sending their families away.

The river has closed now, and all communication is via Chinwangtao.

RECORD CARGO OF FLOUR.

The P. M. S. S. Co's steamer *Alga*, which arrived from the United States and Japan this morning, brought to the Orient the largest cargo of flour ever floated out of Portland, breaking all previous records, by nearly 20,000 barrels, the nearest approach to it being the cargo of the *Tremont* which cleared from Tacoma just over a year ago with 67,000 barrels. The *Alga* carried to China and Japan 85,270 barrels of flour. In addition to this she had 17,862 bushels of wheat, or a total in wheat and flour reduced to wheat measure of 391,614 bushels. The largest cargo of flour ever shipped from an Atlantic port was carried by the steamer *Sylvania* from Newport News, Va., consisting of 55,920 barrels and which created considerable comment at the time.

THE P. AND O. "COROMANDEL" IN COLLISION.

At Bombay, on 4th inst. the Marine Court, consisting of Mr. J. Sanders Slater, Chief Presidency Magistrate, President, and Captain F. E. Hardcastle, Marine Surveyor, and Mr. C. Scott, Master, B. I. S. N. Company's s.s. *Nudler*, members, gave their decision of the inquiry into the circumstances which led to a collision between the P. & O. Company's s.s. *Coromandel* and the native craft *Fateh Salamat* belonging to Dlu (Portuguese territory) loaded with kerosene oil off the Vinguria coast on the 8th idem.

Captain Robins n and Captain Rees were appointed assessors, Mr. Bowen, Public Prosecutor, appeared for the Crown, and Mr. Lynch, of Messrs. Craigie, Lynch, and Owen, solicitors, appeared for the P. & O. Company, and Mr. Cordale, of Messrs. Crawford, Brown and Company, solicitors, appeared for the trial of the *Fateh Salamat*.

In the course of the decision the President said the Court was of opinion that absolutely no dependence could be placed upon the story of the crew of the *Kotia* as to the lights they alleged to have shown and the absence of side lights on the *Coromandel* or the distance at which they first saw the steamer approaching. From their own story it was perfectly evident that they were running from Bombay down the coast in the most happy-go-lucky way conceivable. The Court was satisfied that the *Kotia* did not carry any lights in position, was not sighted and could not have been sighted by the exercise of the utmost vigilance until she showed a light. The lookout man on the *Coromandel*, Weston, was mistaken when he stated that he saw the *Kotia* four minutes before the accident and her light one minute and a half before the accident and that when she did show her light she had placed herself in such a position as to make it impossible for those on the s.s. *Coromandel* to avoid the collision. There was a vigilant lookout kept on the *Coromandel* and there was no lookout on the *Kotia*. The moment the *Kotia's* light was sighted the Third Officer, Mr. Gosset, grasped the situation and acted with commendable promptness in the way best suited to afford a probability of averting or minimising the effects of a collision. His action however was neutralized by the helmsman of the *Kotia* in starboard across the bows of the *Coromandel*—a manoeuvre for which there was no justification or excuse whatever. The collision was caused solely and entirely by the neglect and default of the *Kotia's* crew, and the *Coromandel* was in no way to blame for the collision or its effects. With reference to the steps taken by Captain Montford, of the s.s. *Coromandel*, to save life and property after the collision, it should be stated that the work of rescue was smartly as well as successfully carried out. Some slight suggestion, hardly perhaps necessary to notice had been made that the Captain acted in a harsh or unjustifiable manner towards the rescued men in retaining them on board the ship after they reached Bombay. The evidence not only did not support any such suggestion but showed that the shipwrecked men were treated with the utmost consideration both on the voyage and after it had been completed. The detention complained of seemed to have been a provision of shelter and food for these men pending their examination by the Port Officer; and the disappearance of the *Kotia's* tidal seemed to indicate that no unlawful restraint was placed upon them. The rescued men were in an absolutely destitute condition, only one bag of effects having been saved from the wreck. The *Kotia* was not only cut in two by the collision but was set on fire in consequence of the inflammable character of her cargo which particularly rendered it a matter of congratulation that the whole of the crew were rescued uninjured. The assessors appointed by the Court entirely concurred with the Court in its finding. The Court desired to bring to the notice of the Government the alleged practice of numbers of native craft to disregard the rules as to carrying lights at night and to suggest that stringent means be taken to enforce the observance of the regulations.

YUNNAN.

Chaotungfu, 17th November.

A SAD MISTAKE.

Yesterday we received the sad news that Mr. John Smith of the C.I.M. had died at Kih-singfu. He was one of the oldest missionaries in the province, having laboured for many years at Talifu. After a lengthened furlough in England, he was returning to his work and had reached Kih-singfu when he was unable to proceed. For fourteen weeks he battled with fever and then passed away. He leaves three children at the Chefoo School. It seems so sad to see such a man cut off at 48. One cannot help feeling what a misfortune it was to travel all up through Hunan, Kwichow, and part of Yunnan in the heat of summer.

VIVE LA REPUBLIQUE!

Yet another C.I.M. missionary has been very ill at Yunnanfu. The latest news of Mr. John Graham is that his case was considered very serious. There is one bright side to his illness, and that is the unremitting kindness shown by Dr. Delay of the French Government Service. The Doctor could not have worked harder to save a man's life, even if he had been a fellow-countryman. This is but one in a long series of kind actions shown by Frenchmen to Englishmen in Yunnanfu. Such incidents as these make one's heart warm, and one instinctively cries, "Vive la République!" I heard

A BIT OF NEWS

the other day which I give with all reserve. A Mahomedan in this city, who hails from near Talifu, told me that Admiral Ting, who is supposed to have committed suicide at the taking of Wei-haiwei, is still alive, and is now in Kwangsi fighting under Viceroy Ts'eh. This Mahomedan is a man of position and had no motive, as far as I know, to cause him to lie. He assured me that he had seen the Admiral

and that his suicide was feigned to escape punishment.

THE OPIUM DEN opened on R. C. premises in this city has been summarily closed by the priest in charge. The priest has been away on business in Yunnanfu, and in his absence things went wrong. On his return a welcome change immediately took place, and the natives can no longer throw it in our faces that we foreigners countenance the opening of an illegal den on mission premises.

A QUICK POSTAL ROUTE has been opened via Bhamo. Letters reach Yunnanfu from London in less than six weeks.

THERE IS A RUMOUR that the British railway from Burma is to be built after all. A

FINE MULE CART-ROAD from Bhamo to Momein is in course of construction and trade is flourishing at the latter place.—N. C. D. News Correspondent.

BOMBAY OPIUM REVENUE.

The Government of Bombay have recorded the following resolution on the report on the Administration of the Opium Department of the Bombay Presidency for the eight months ending 31st March last.

With the return of more prosperous seasons the opium trade of the eight months under report shows a considerable improvement on that of the corresponding period last year. Both imports and exports show an advance. The sales of opium in the Presidency proper have increased by 4,000 lbs., and the rate of consumption per head of population has risen from '12 to '13 of a tola. The China trade shows some improvement in spite of the monetary causes which tend to depress it. The result of this revival of trade is a net gain of Rs. 14 lakhs to Imperial revenues, as compared with the figures for the same period last year. In view of the condition of the opium trade and revenue was stationary. The abnormal conditions of the last few years have had so disturbing an effect on the figures of sales that it is not possible to trace the continued effect of the separate shop system which was noted on in paragraph 17 of last year's report; and it is doubtful for this reason that the Commissioner of Customs, Salt, Opium and Abkari makes no allusion to it. The results of the system should be closely watched, with a view to its extension to other districts, if necessary, and reference should be made to them in future reports.

THE OVERLAND ROUTE TO CHINA.

AN UNCOMFORTABLE TRIP.

Writing to the *Manchester Guardian*, on 22nd October, Mr. J. R. Hargreaves, of Kale, Shanghai, says:—So much has already been written about the overland route to China that the subject no longer remains a mystery, but I have just made the trip, and as my experience differs entirely from the accounts I have read in newspapers and magazines, possibly you will consider it worthy of space in your esteemed paper.

The International Sleeping Car Company's "train de luxe," by which I travelled from Moscow to Sima (owing to an accident on the line we had to change to a Russian train at Sima), consisted of one first and two second class sleeping cars; one car containing the dining-room, smokeroom, and kitchen; one car partitioned off into three parts, in which were the dynamo, the bathroom and store-room, and a luggage van. Owing to gross negligence, the axes of the car containing the dynamo and bath became overheated before we had been away from Moscow twelve hours, and the car had to be detached. The conductor wired repeatedly to Moscow asking that they should be replaced, but his telegrams were ignored, and we had in consequence to grope our way through Siberia by candle-light and to remain unwashed until we arrived at Baikal. There was no such thing as a drawing-room or lounge, as I was led to expect; there was only the above-mentioned car, containing the dining-room and smokeroom—the former to seat 24 and the latter 12. Thus there was only accommodation for 36 people and as we carried 65 passengers half of them had either to loaf about the draughty corridors or to remain in their cabins.

The sleeping compartments were comfortable enough, the first class being two-berthed and the second class four-berthed, but the latter were very small, and there was scarcely room to turn when the beds were adjusted. Another very great drawback was that there were only two lavatories on each second-class carriage, which had to be shared between 20 people.

The food on the train was indifferent, and, considering the quality, dear. The attendance was atrocious, there being only two non-toilet smart waiters for sixty-five people, and, to crown all, there was not a single servant on the train who could understand English. I took the Russian Government train from Missions to Daini, and found the same a decided improvement on the International Sleeping Car train in every respect.

My experience has no doubt been an exceptionally bad one, but in any case I would not recommend anyone to undertake the trip in the present state of things, as, apart from the disadvantages I have pointed out, it seems to me that the line is dangerous in some parts, and three-fourths of the country traversed is uninteresting. If anyone wants an experience and is prepared to rough it, well and good, but otherwise my advice is "Stick to the sea."

For the benefit of any of your readers intending to take this trip I give the following information:—

1. The journey from Moscow to Daini takes fourteen days, and to Shanghai seventeen days. 2. The Trans-Siberian express leaves Moscow every Wednesday and Saturday at 10.40 p.m. 3. Only 40lb. of luggage is allowed for each passenger. 4. To stillings per day will amply cover cost of food and incidental expenses.

RAILWAY CONCESSIONS IN CHINA.

The report that a fresh railway concession of great importance in the populous Yellow River region of China has been granted to Belgians once more calls attention to the extraordinary position occupied by Belgium in regard to the numerous railway and mining concessions of recent years in China. Possibly the number and extent of these concessions in China proper—or the eighteen provinces, including Manchuria, Mongolia, and Turkestan—made to Belgians or in Belgian names are greater than those made to all other Powers put together. The fact is Belgium is a small Power of which the Chinese Government and the provincial authorities have no fear, and therefore it is comparatively easy for Belgians to claim concessions which would demand great pressure from any of the large Powers. Next, Belgian financiers and engineers began as early as 1896 to study matters connected with the development of railways and mines in China, and formed an association for the purpose of sending out surveyors, prospectors, and the like to China to report on suitable places for concessions. But, more important than these, Belgium has been put forward by other Powers, has been supported by their diplomacy, and has shared with them the benefits of the various concessions.

A striking instance of this is the very first of the great railway concessions—that from Peking to Hankow and the Yangtze, a distance of nearly 800 miles. The concession was granted to Belgians in 1898, with French diplomatic support; while France took up a third of the capital on condition that "an important share" of the orders for material should be placed in France. Since 1898 the Belgian concessionaires have been backed up on every occasion when help was needed in Peking by France, and so open and considerable were French interests in and French domination over the concession that in 1901 M. Caillaux, the French Minister of Finance, stated publicly in the Chamber of Deputies that the Peking-Hankow railway "being essentially a French affair, I have asked the company to employ a larger number of our compatriots, and to dismiss foreigners, Belgians, Italians, Greeks, &c., to make way for them." French influence in North China has for some years past been Russian to all intents and purposes, and so the business of the railway is in the hands of the Russo-Chinese Bank, while two other Belgian concessions are actually financed by this institution. Hence these Belgian concessions are in their essence French and Russian. Belgium can secure these more easily than any other Power, for, as Chang-Chih-Tung said, when advising the Emperor to grant the Peking-Hankow concession, "Belgium has no ironclads." Hence she is acting as the cat's-paw for her larger neighbours. It has always been convenient for the big dogs to have a little dog to draw the badger, and Belgium has for nearly ten years been the little dog in China.—*Manchester Guardian*.

IMPORTATION OF SUGAR INTO BRITISH INDIA.

REMISSION OF DUTIES.

A Gazette of India Extraordinary issued in Calcutta on 2nd inst., notifies that the Governor-General-in-Council directs that duties leviable under the Indian Tariff Act shall be remitted in respect of sugar produced in any country which is a party of the Brussels Sugar Convention of 1902, provided that that sugar is imported into British India direct from the country of production or through another country which is also a party to the Convention, without having been transhipped at, or unloaded in, or carried through any country which is not a party to the Convention, and is in either case accompanied by a certificate certifying that it was produced after the 31st August, 1903, and that it has not received and is not entitled to receive any bounty direct or indirect on the production, or as the result of exportation, certificates of the production shall be signed by an authority especially appointed in this behalf by the Government of the country of production, and such certificates shall be countersigned by the British Consular representative at the port of shipment or at the place from which sugar is despatched.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Rarely in the history of the local share market has so small a yearly settlement to be recorded as that of the closing year. An entire absence of speculative demand, due to a number of causes, among others the uncertainty of Exchange and later the probabilities of war, led to all transactions, meagre as they have been, into pure investments. The condition revealed in the last days of a closing year is undoubtedly one of financial soundness in Hongkong. The cautious policy of investors has drawn in the reins of latent resources, only awaiting to be let loose once a revival of activity sets in in right earnest.

COAL.

In their report, dated Shanghai, the 24th inst., Messrs. Wheelock and Co. state:—

JAPAN.—Our coal market at present is very much over-stocked and cheap lots are obtainable at a very low figure but all are of the common kind; few sales have taken place. The anticipated trouble between Russia and Japan does not seem to have any effect on our market. CARDIFF.—Is in no demand.

SYDNEY WOOLONGONG.—This market is also flooded with coals which are still unsold, and likely to remain so, as the natives still hold a large quantity, owing to their ridiculous demand for high prices the deliveries have been very small. The s.s. *Victoria* arrived on the 24th inst., with about 700 tons which has been sold.

SHANGHAI SHARE REPORT.

Messrs. J. P. Bisset & Co. write in their share report, dated Shanghai, the 23rd instant, as follows:—

Owing to Xmas holidays we are obliged to bring out our circular to-day. During the last five days a considerable business has been done particularly in Indo-China, the shares covering for the December settlement.

SHIPPING.—H. C. & M. Steamboats are offering in the South at \$32.25. Indo-China.—The market opened on the 18th with sales at Tls. 55 and 54½ December, 54 March, 53/54 April. On the 21st December shares were placed at Tls. 55. 22nd at Tls. 55 and 54 for December and 54 and 53½ March. To-day heavy sales have been effected for December settlement at 54½. The market closes weak. *Shell Transport & Trading Co.*—We hear by wire that the Company have declared an interim dividend of 1½ per share. *Shanghai Tug Boats* have been placed at Tls. 50.

DOCKS & WHARVES.—*Farnham, Boys.*—On the 18th the market opened with sales for December, at Tls. 127, 128 March and 129 April. 19th at 127 and 127½ December and 128 March. On the 21st, at 126½, 126 and 125 December, and 127½ March. 22nd at 120, 118 for cash. The market closes to-day weak at 117, due to a pressure of shares in the market for the end of the month. *Hongkong & Whampoa Docks* quoted nominal at \$304. *Shanghai & Hongkong Wharves.*—A considerable business has been done in this stock, the market opening on the 18th with sales at Tls. 220, 227½, 225 and 222½ March. 19th 217½ March was done, 21st 215 December. The market closes quiet, but with buyers for March. *Kowloon Wharves* are wanted in the South at \$96.

INDUSTRIAL.—No business reported in Cottons. Sellers of Ewos at Tls. 35 and Low Kung Mows at Tls. 40. *Paper and Pulp.*—We have to note a rise in this stock. The market opened on the 18th with business done at Tls. 108½ and 110 rising later to 112½ with business yesterday at 115 cash and December and 120 March. *Green Island Cements* are wanted in the South at \$14½. *Maatschappij, &c. in Langkat.*—On the 18th the market opened with sales at Tls. 315 cash, 317½, 316½, 314, and 315 December 325 February 332½, 330 March 332½, 335 April. On the 19th cash and Dec. shares were placed at 315 and at 330 March. 315 and 330 March. 22nd at 312½ cash and 312½/30 December, 330, 327½ March, 332½ April and 335 May. The market closes quiet, and cash shares could possibly be obtained at Tls. 307½. *Sunstrat* have been placed at Tls. 52. *Shanghai Waterworks* are offering at quotations.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	118½
" Bank Bills, on demand	118 11/16
" Credits, 4 months' sight	119 1/16
" D'ments 4 months' sight	119 3/16
ON BERLIN, (demand)	M. 1.76
ON PARIS, Bank Bills, on demand	2.16
" Credits, 4 months' sight	2.20
ON NEW YORK, Bank Bills, on demand	41½
" Credits, 30 days' sight	42½
ON BOMBAY, Telegraphic Transfer	127½
" On demand	127½
ON SHANGHAI, Telegraphic Transfer	714
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	84½
Sovereigns, Bank's Buying Rate	\$11.61
Gold Leaf too touch, per tael	60.40
Rar Silver	25 15/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
MALWA NEW	@ 920/950
" LAST YEAR	@ 970/1,040
" OLDEST	@ 1,060/1,100
PATNA NEW	@ 1,255
RENARUS NEW	@ 1,255
PERSIAN (PAPER)	@ 810/860

To-day's Advertisements.

NOTICE.

THE Date of CLOSING OF ENTRIES for the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to SATURDAY, 16th.

By Order.

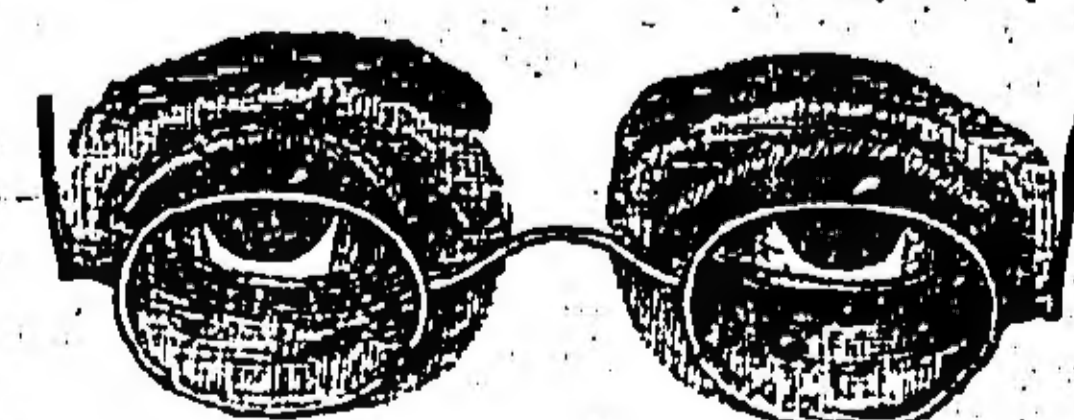
T. F. HOUGH,
Clerk of the Course.
Hongkong, 29th December, 1903. [1563e]

TO LET.

FIRST and SECOND FLOORS of No. 34, QUEEN'S ROAD CENTRAL, opposite the GENERAL POST OFFICE, after MARCH 31st, 1904, at present occupied by Messrs. POWELL & CO. and the COSMOPOLITAN HOUSE. This House is especially suitable for people who are seeking places for Hotel purposes. Please apply to—

YEE SANG FAT,
at the above Address.
Hongkong, 29th December, 1903. [1563e]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD CENTRAL.

Hongkong, 6th November, 1903.

To-day's Advertisements.

NEW YEAR HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY and SATURDAY, the 1st and 2nd January, 1904, respectively. Hongkong, 29th December, 1903. [1561e]

NOTICE.

THE DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA will hold its TWENTY-EIGHTH ANNUAL MEETING at the MASONIC HALL, TONIGHT, the 29th instant, at 9 P.M. All Master Masons are cordially invited to attend.

A. O'D. GOURDIN,
D. G. Secretary.
Hongkong, 29th December, 1903. [1546e]

Entertainment.

THEATRE ROYAL.

HILL'S WORLD'S ENTERTAINERS

Will play a short season, presenting for the first time in Hongkong a thoroughly High-class performance, introducing Star Acts from the principal cities in the world.

THE BEST COMPANY AND THE STRONGEST COMBINATION OF TALENT EVER SEEN IN THE EAST is the unanimous opinion of the Press. The following are among the members of the company:—

HILL AND SYLVIAN.

IN POSITIVELY THE GREATEST CYCLE AND UNICYCLE ACT IN THE WORLD.

A Continental Star Performance from the EMPIRE, LONDON, the FOLIES BERGERE, PARIS, WINTERGARTEN, BERLIN, and KEITH'S and ORPHEUM CIRCUITS, AMERICA.

KELLY and AGNOS, Comedy Sketch Artists, introducing Eccentric Dances, Acrobatic Comicalities and Mirth-provoking Finales.

MISS LESLIE NORMAN, New Zealand's Greatest Operatic Mezzo-Soprano.

LAZERN THE MYSTIC, From the Crystal Palace, London, presenting a novel and up-to-date exhibition of legerdmain.

LEONARD NELSON, Just a Plain Comedian.

FUN IN SHADOWLAND, A New and Novel Act by the Entire Strength of the Company.

FREQUENT CHANGES OF ALL ACTS.

Plan of reserved seats now open at Robinson's. Prices\$3, \$2 and \$1
Hongkong, 26th December, 1903. [1522e]

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [642e]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"NESTOR"	On 28th January.	
GLASGOW AND LIVERPOOL	"KEEMUN"	On 14th January.	
GLASGOW AND LIVERPOOL	"KINTUCK"	On 22nd January.	
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 28th January.	
GLASGOW AND LIVERPOOL	"MOYUNE"	On 3rd February.	
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 10th February.	

S.S. "TYDEUS" has arrived and leaves for Japan and Pacific to-morrow.

S.S. "NESTOR" left Singapore on the 26th inst., and is due here on the 1st January.

HOMEWARDS.

FOR	STEAMERS	TO	DATE
MARSEILLES, UDON & A'WERP	"DARDANUS"	On 5th January.	
MARSEILLES, UDON & A'WERP	"YANGTSE"	On 19th January.	
LIVERPOOL	"YANGTSE"	On 19th January.	
(With Transhipment at Singapore)	"NESTOR"	On 28th February.	
LONDON & ANTWERP	"KEEMUN"	On 14th February.	
GENOA, MARSEILLES & L'POOL	"KINTUCK"	On 22nd February.	
LONDON & ANTWERP	"KINTUCK"	On 22nd February.	
LONDON & ANTWERP	"MOYUNE"	On 1st March.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"TYDEUS"	On 30th December.	
NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 24th January.	

S.S. "CALCHAS" from Tacoma has arrived.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 29th December, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
MANILA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"CHINGTU"	On 30th December.	
COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 30th December.	
MANILA, SWATOW and SHANGHAI.	"KAIKONG"	On 30th December.	
SHANGHAI	"HUNAN"	On 31st December.	
LOILO	"KANSU"	On 1st January.	
KOBE	"WUYANG"	On 2nd January.	
	"TAIYUAN"	On 4th January.	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 29th December, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 2nd Jan., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 9th Jan., at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 26th December, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To	DATE
"INDRAVELLI"	4,899	R. P. Craven	Jan. 25, 1904.	
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "	
"INDRASAMHA"	4,899	W. E. Craven	Mar. 15, "	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
HILLA MARU	Ernest Best	3,869	SATURDAY, 2nd January, at 11 A.M.
ROTTA MARU	H. S. Smith	3,876	SATURDAY, 9th January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 29th December, 1903.

K. MATSUDA, Acting Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [8040]

HONGKONG-MACAO LINE.

S.S. "WING CHAI" Captain SAMUEL BELL SMITH. DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M. FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents. On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers. WHARF—At the Western end of Wing Lok Street. The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [10732]

STEAM TO CANTON.

The Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

4,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [3222]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE,"

Captain Le Coq, will be despatched for the above Ports on or about WEDNESDAY, the 30th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 23rd December, 1903. [10742]

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG,"

Captain Meyer, will be despatched for the above Ports, on FRIDAY, the 1st January, at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 24th December, 1903. [15478]

FOR YOKOHAMA, KOBE AND TSINGT'U.

THE H.A.L. Steamship

"BADENIA,"

Captain Rörden, will be despatched for the above Ports, on SATURDAY, the 2nd January, at Noon.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 24th December, 1903. [15482]

"SHIRE" LINE.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, will be despatched for the above Ports, on or about SATURDAY, the 2nd January.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 24th December, 1903. [15486]

FOR LONDON, HAVRE AND HAMBURG.

THE Company's Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, will be despatched for the above Ports, on or about FRIDAY, the 15th January, 1904, to be followed by the Steamship "RADNORSHIRE."

Captain C. H. Birch, on or about SATURDAY, the 30th January, 1904.

These Steamers have Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 28th December, 1903. [15378]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ALEXIA,"

Captain Schönfeldt, will be despatched for the above Ports, on TUESDAY, the 5th January, at Noon.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 28th December, 1903. [15338]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above on SATURDAY, the 9th January, 1904.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 17th December, 1903. [15170]

Shipping—Steamers.

NEW YEAR EXCURSION TO MACAO.

THE Steamship

"WING CHAI" will run an EXCURSION TRIP to MACAO on NEW YEAR DAY, starting from Hongkong at 8.30 A.M. returning at 7.30 P.M. MING ON & CO., Hongkong, 28th December, 1903. [15608]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 30th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAIPRAK & CO., General Managers.

Hongkong, 29th December, 1903. [15572]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Geo. Payne, will be despatched as above TO-MORROW, the 30th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th December, 1903. [15392]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th December, 1903. [15582]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HIMERA,"

Captain Lockhart, will be despatched as above on or about MONDAY, the 4th January.

For Freight, &c., apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 28th December, 1903. [14542]

FOR KOBE, NAGASAKI AND WADSWORTH.

THE Steamship

"STOLBERG,"

Captain Deinat, will be despatched for the above Ports, on TUESDAY, the 5th January, at Noon.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 28th December, 1903. [15542]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"SIKH" 12th Jan.

"SAGAMI" 22nd Jan.

"AFRIDI" 9th Feb.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 21st December, 1903. [13592]

FISH.

Barbel—Kai Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hai Yu

Cuttle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Tit Yu

Eels, Congor—Hoi Ma Yu

Fresh water—Tan Sui Yu

Yellow—Wong Sin

Garoupa—Sek Pan Yu

Gudgeon—Tao Pak Yu

Herrings—Tao Pak Yu

Halibut—Cheung Kwan Yu

Labrus—Wong Fa Yu

Loach—Wu Yu

Lobsters—Lung Ha

Mackerel—Chi Yu

Monk Fish—Mon Yu

Mullet—Chai Yu

Oysters—Sang Hoo Yu

Perch—Tau Loo

Pike—Fa Paw Poong

Plaice—Pan Yu

Pomfret, Black—Hak Chong

Pomfret, White—Pak Chong

Prawns—Ming Ha

Ray—Pei Pa Sa

Rock Fish—Sek Kau Kung

Roach—Chun Yu

Salmon, (Cton), fresh water—Ma Yau Yu

Shark—Sa Yu

Skate—Po Yu

Shrimps—Ha

Snapper—Lap Yu

Soles—Tat Sa Yu

Tench—Wan Yu

Turbot—Chau How Yu

Turtles, small, fresh water—Keek Yu

White Bait—Ngau Yu Chai

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December 26th.

R. G. HECKFORD,
MANAGER.